## RAPID TRANSIT.

Joint Meeting of the Assembly and Aldermanic Committees.

PLANS AND SUGGESTIONS.

Westchester Moving in the Matter.

#### A PRACTICAL ENGINEER'S METHOD.

The two committees of the Assembly and of the ard of Algermen to which the subject of rapid transit has been referred, with instructions to inquire into all its phases, were to meet at different hours yesterday in the Aldermanic Chamber, in the City Hail. The former committee, which is composed of Messrs. John R. Kennadey, of Kings; T. C. Campbell, John T. McGowan and F. W. Sewcounty, accordingly met at noon; but, upon being officially informed that the Aldermanic committee would hold a session at one o'clock, it adjourned until that hour, in order that there might be a joint session. At about a quarter past one o'clock, the members of both committees all, being present, the joint session was announced by Mr. Seward, of the Assembly committee, to be open and ready for the arguments of citizens to ists, men of moderate means enthusiastic for dened with miniature models or huge parchments, bearing illustrations of their plans, were there in plenty; and it was afterward discovered that there was present at least one man who sees no necessity for rapid transit, and thinks a railroad to accomplish it would prove valuable only to capitalists and an oppressor of the poor.

The meeting was scarcely called to order, and r. Seward had barely concluded his request on the part of the committees that the speakers vould conflue their remarks to the subject of insicating what would be the proper legislation to precede the work of building a rapid transit railvay, when Mr. S. E. Church jumped up on the loor and procured the assent of the committee to its making a speech. He then drew off his coatand made several other preparations for a long address. Mr. Church certainly has the subject of every opportunity during years, and in his speeches he almost aiways starts from the one set of premises, follows one course of rea-soning and arrives at the same results avorable to the building of a railway system of railways on which trains ald run rapidly through the city. Mr. Church is eminency statistical, and he has prepared a series of tables to prove that it is lack of rapid transit that has prevented the population of this city from now numbering over two millions of \$300,000,000 that would have accrued from in-breased opportunities for taxation, &c., if a road had been built by the city ten years ago and controiled by it since. Mr. Church went on deliver-ing himself of his well known arguments for rapid transit for some time, and until Mr. Thomas C. Campbell, of the State Legislative Committee, remarked to him that the desirability, even the Recessity of rapid transit. was admitted on all sides, and asked him to speak upon the subject of ecessary legislation.

Mr. Church replied that he was about to trench Spon that subject, and immediately added that he proposed, as a remedy for the losses of New York, that the city should build a rapid transit railway. As the law under which the Corporation of this sity would have power to undertake such a work pared a bill to be presented to the consideration of the Assembly committee whose provisions applied also to the corporations of other cities and towns of the State. He then read his bill, exlaining it as he proceeded with the reading. Its eneral purport is to confer upon the mayor and general purport is to confer upon the Mayor and Aldermen of the cities of the State power to construct railroads for speedy travel within the limits of such cities, and to issue bonds for the sums of money necessary to construct such railways. It limits the cost of construction of each mile of the rapid transit roads to \$350,000, and authorizes assessments for one-half the cost of each road to be made upon property benefited by it, within certain limits. It provides that such assessments may run as long as the bonds issued, the interest upon them, of course, being paid regularly. The bill sets apart the earnings of each road as a primary fund for the payment of its cost

there could soon be two double-track railways that the Hattery running on either side of Central Factors the Hattery running on either side of Central Factors and aned not aggregate more than 86,000,000.

SENATOR MOORE'S PROPOSITION.

Mr. Boyd followed Mr. Church upon the floor. He said that he wished to present to the consideration of the Assembly Committee the bill lately introduced by Senator Moore, of this city, in the State Senate. He said that the bill, in mis judgment and in that of several of the constitutional amendments lately adopted. He said that, within his view, there is no other medium through which rapid transit can be effected. He spurned indignantly the accusation that the document was the cover for "a job," and he declared, in response to the comments of the press upon it, that the bill is an honest bill, and gives no advantage to any man in this county. During his speech air. Boyd said that the dity of the control of a reversion with the provisions of Mr. Moore's bill. During his speech air. Boyd said that the dity of the control of a reversion of Mr. Moore's bill. Oncorrow of the section, grant power to our city authorities to build a rapid transit railway in acsordance with the provisions of Mr. Moore's bill. Oncorrow of the control of the section, grant power to our city authorities to build a rapid transit railway in acsordance with the provisions of Mr. Moore's bill. Oncorrow of the control of the control of the section, grant power to our city authorities to build a rapid transit railway in acsordance with the provisions of Mr. Moore's bill. Oncorrow of the other of the two bills presented is the sensor the other of the two bills presented is the sensor the other of the two bills presented is the moor of the other of the two bills presented is the moor of the other of the two bills presented is the moor of the other of the two bills presented is the moor of the constitution in a cessary to the other of the other of the two bills presented is the moor of the provision of the provision o

and live in the neighborhood of Central Park. Every foot of rock there is vained at \$10.000 by the rich men. The poor must, therefore, remain down town or got o Jersey to reside, in homes they can purchase with modest means. To those who remain down town town the rapid transit railway must prove an instrument for their oppression by the rich. If, however, the road is to be built, it it will pay construction and operation, capitalists should build it, and the people should not be doubly burdened through the city assuming the work.

In this strain Mr. Macomoer continued for a long time, exciting the derision of its learners, all of whom were of the opinion that rapid transit is a vital necessity to this city, that will benefit all classes of people here and oppress none.

Mr. S. B. Ruggles arose and said he thought it an insult to the intelligence of the people of New York to discuss the necessity for rapid transit. He continued that he thought that great boon of rapid transit will never be accomplished by a private corporation. The city must assume the work. There have been numerous attempts of private bodies to bring it into existence; all the corporations have been composed of well-known mensome of them respectable, others less than respectable—yet all have lailed. Frivate corporations cannot successfully contest the power adverse to the accomplishment of rapid transit. Commodore Vanderbilt sione has power to defeat any association of private persons. He now keeps this city under his despotism. He has a hold upon her throat and may asphyxiate her when he pleases to do so. Mr. Ruggles proposed that the city of New York should make rapid transit railways, and that the Mayor of the city and the Governor of the State should appoint seven commissioners, under whose direction the work should be done. He prophesied that the lacrease in the valuation of property above Fity-ninth street would eventually repay the cost of the railways.

Mr. hacomber asked Mr. Ruggles if be thought that rapid transit would really ocnefit

Mr. Lawson N. Fuller, of Washington Heights, made a very vehement speech. He said he wished to answer the gentleman who preceded Mr. Ruggles (Mr. Macomber). If that gentleman had not mentioned his name, he (Mr. Faller) would have thought him a distant relative of Rip Van Winkle.

to answer the gentleman who preceded Mr. Ruggies (Mr. Macomber). If that gentleman had not mentloned his name, he (Mr. Fuller) would have thought him a distant relative of Rip Van Winkle.

Mr. Macomber—So i am.

Mr. Fuller continued:—That gentleman does not seem to know the limits of New York city. He seems to imagine that they are at the Central Park. There are more people who are as ignorant of the matter as he is. He does not know that the rich men up town do not fix the valuation of their property. The city does that.

Mr. Fuller will be the they does that.

Mr. Puller will be the they does that.

Mr. Puller will be the they does that was ignorant of the prices of property up town from the central Park to Kingsbridge. He said that they were reasonable, and on that account rapid transit was needed to allow people to take advantage of them. He depicted some of the island on the west side with speech that was vehement and picturesque; but which did not convey the idea that it is entirely convenient to live at Washington Heights while rapid transit romains a mere project. Mr. Fuller continued:—If it is not proper to allow the city to build a rapid railway, then, at least, let the charter of the Greenwich Street Railway be amended. Allow that road to be widened and extended along the west side of the island. It may be objected to as a "one-legged-affair," but one leg is much better than none. Under the citronistances another "leg" may be matured. Then let us have first leg while we want for a second. The route for he railway is easy to find. There is a grand boulevard that may be due to the contral may be due to the contral promenade.

Mr. There are thus lorty-one leet to be used as a drive on each side. Let the Elevated Railway run over the central promenade.

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## MEETING AT TREMONT.

A large and enthusiastic meeting of the citizens of Westchester county was held last night at posed rapid transit movement, J. V. Traphagen presided, and A. E. Drez acted as secretary of the meeting. Speeches were made by the following gentlemen:—Simon E. Church, H. D. Berry, John sion the following resolutions were offered and

and rapid communication by steam between the said wards and the lower portion of the city be secured; therefore, be it.

Resolved, i hat we favor the immediate construction of a main sewer where Milibrook now runs, the course of that stream indicating the natural and best blace for such a sewer, and that fateral sewers be run into the main sewer as rapidly as the requirements of the population may herester demand.

Headtweel, Tat incasures to taken to secure the early head to the consideration of the transition may herester demand.

Headtweel, Tat incasures to taken to secure the early head to the consideration of the portions as the consideration of the protein subject of rapid transitio use their best efforts of the more predictal manner the great question, and that we specificily tender our thanks to dis Honor Mayor Wickham for the interest taken by him in the matter, and we hereby piedge our support to him and any of the surveys and plans for the latest the surveys and plans for the latest and grades of the streets and avenues in the twenty-third and Twenty-fourth wards under a comprehensive system and as far as possible in conformity with the other streets and avenues of the city should be completed as soon as possible, and a may thereof made for the benefit of the property hodders in said wards and accessible to them, and that we urge immediate action on the part of the authorities tending to that result.

Resolved, That we shall always condemn any action in the matter of our local improvements that shall seek to benefit the few at the expense of the many.

Resolved, That we shall always condemn any action in the matter of our local improvements that shall seek to be benefit the few at the expense of the many.

Resolved, That the organization known as the Central Association of the two new wards has our indorsement, and that we over well as a soon as possible of the property and the complete steres.

Resolved, That the contral the carying out of such local improvements as my our indorsement, and that we o

bers thereof.

Resolved, That the Central Association, representing in a large part the property and property owners of the Twenty third and Twenty third wards, in the northern district of New York, being now in indicating assembled, and having considered the act entitles "An act to conter upon the Sourd of Aldermon of the Source of this shade newer to construct railrand as everal cities of this shade newer to construct railrand as sied, and having considered the several cities conter upon the Board of Aldermen of the several cities of this State power to construct railroads for rapid transit within such cities." which bill is now in the hands of the Aldermanic and Assembly Railroad committees of this city and state. Or fully indorse the provisions of said bill, and ask that it may become a law, as affording the wisest, quickest and most economical method of accomplishing rapid transit in this city. Resolved, That a copy of these resolutions, properly anthemicated, be forwarded to the charmen of both said committees as the petition of this association.

#### AN INTERESTING LETTER FROM A PRACTICAL ENGINEER.

A NEW PLAN PROPOSED AND OTHER IMPROVE-We have received the following exhaustive letter

from a distinguished engineer who, at the request of Governor Hoffman, examined the Underground Railway of London, and made also a report on steam transit to Mr. William B. Ogden, President of the New York Central Underground Railway:-

of the New York Central Underground Railway:—

New York, Feb. 1, 1875.

To the Editor of the Herald:—

As "rapid transit" is, and has been for some time, an absorbing subject, I beg that you will allow me to ventilate in your powerful journal some points in connection with it, and at the same time show how crude isliadies, misleading and governed by ignorance of lacts and precedents, are the opinions of some of the writers on this important subject.

The Underground Plan.

The conditions, as I understand them, are to build a railway, to be worked by steam, that shall be saie, beyond all donot; that shall be convenient to the great mass of the people, and shall have a capacity to carry 12,000 passengers an hour, in either direction. To do this it requires a train of ten sixty-seat cars, to be run in each direction every three minutes. This is the lowest limit as to time between trains, saiety being a governing element, no train ever being allowed to start from a station until selegraphed that the track is clear to the

the wonderful success in running and freedom from accident of the Metropolitan Railway of London. To make the time mentioned, however, there must be no footing at stations.

The objections to an underground route are the time it takes to build, the great cost, difficulty of ventilistion, disturbance of sewers, gas and water pipes and endangering the foundations of some buildings along the route. The objection as to ventiliation is the only engineering difficulty, and it can be overcome. The jury of chemists appointed to examine the atmosphere in the Underground Railway of London reported that there was more caroonic acid gas in a cubic foot of the atmosphere of any of the theatres or of the very court room-where they read their report than there.

court room. where they read their report than there.

THROUGH BLOCKS OF BUILDINGS.

As to buying the right of way through blocks of buildings, the land in this city is worth, on any central line, from \$500,000 to \$2,000,000 an acre, and more than this in the region of Wall street. To build such a railway as is required and demanded flity feet is about as marrow a strip as should be condemned and taken. By taking out a street of sixty feet whoe every 250 feet of the route is leaves 4 59-100 acres to be bought for each mile of the road. Taking the lowest figures 1 have given as the price of the land—namely, \$500,000 an acre, it makes the right of way come to \$2,295,000 per mile, and that, too, without taking into consideration the value of the buildings, or the damage done to buildings by tearing down the next ones to them, or having in some cases, procably in many cases, to buy three twenty-five feet lots to get the fity feet required. All this little experience was gone through with in London, and by the time they reached Moorgate street their means. This they have done to a certain extent, and have again plunged ahead to try and complete the original design, for Jonn Buil is a plucky fellow, and does not easily give up what he once sets out to do. He is rich, and can afford to waste his money.

THE BEST ROUTE.

After showing at length that Broadway and the

sets out to do. He is rich, and can afford to waste his money.

THE BEST ROUTE.

After showing at length that Broadway and the other principal avenues are too crowded to be available the writer says:—

The central avenues being closed, we are driven to the west and east to consider the merits of the Second and Seventh avenues. To build on either one of these would not accommodate the public; but to build on both of them a single track, elevated over each sidewalk, would, I think, come nearest to giving the public, in a short time, what they so urgently require. In selecting these avenues it should be recollected that they are also occupied by street railways. The one on the Second avenue can, I suppose, be bought up for a reasonable price. The railway on the west (Seventh avenue) is, I near, a big affair—the right to participate in the ownership of this avenue, is, probably, a matter that must be suomitted to the law as far as it runs, turning to the lest before reaching Central Park and occupying Eighth avenue, thence to Hariem River, or it may be that Eighth avenue is found to be the best to run on all the way down, as it has better connections with side streets than its southern terminus. After determining the avenues best suited to satisfy the wants of the people, it is proper to discuss the matter of running these railways south of their lower terminit, to carry them from Second avenue and East Houston street down to the City Hail, and the Seventh or Eighth from Greenwich avenue down to some point not far from the City Hail.

I would have one track on each side of an avenue

and East Housion street down to the City Hall, and the Seventh or Eighth from Greenwich avenue down to some point not far from the City Hail.

I would have one track on each side of an avenue, the sidewalks to be widened to eighteen leet. This will allow of trains being run over the outer ten feet of the sidewalk and leave a clear space of eight feet from the face of the buildings. Wrought iron supporting columns to be erected along the line of the curtos and also along the face of the buildings, at a distance of forty to sixty feet apart, according to local circumstances. The whole of the space over the sidewalks to be roofed over with transverse beams of iron, glass plates next to the buildings, and the balance of the paving to be blocks of artificial stone ("Coignethefon," or "Hansome's stone"). The columns to carry strong cross girders of iron, which, in turn, are to carry inquitudinal girders—one over the outer columns, one nine feet in the clear from the outer and one next to the buildings; the two onter arranged so that the cars can run between them and assist in making accidents from cars leaving the tracks impossible; also to have guard rails on the inner and outer streets, iree from snow, and allowing people to go shopping under cover. Stations or stopping places could be built at street crossings, one at each half mile, the ticket offices directly over the streets, iree from snow, and allowing people to go shopping under cover. Stations or stopping places could be built at street crossings, one at each half mile, the ticket offices directly over the streets, iree from snow, and allowing people to go shopping under cover. Stations or stopping places could be built at street crossings, one at each half mile, the ticket offices directly over the streets, free from snow, and allowing second being placed next to the buildings at the corners; the platforms, which is this case can only be eightered, the stairs to ascend and descend being places ould be built at street crossings, one at each half mile, the t

and who offer the best terms, the board being authorized to offer a bonus, in addition to the "right of way," of \$1,600,000 on the completion of the two double track railways, from or near the City Hall to Sixtleth street, and double that amount for proportional distances from Sixtleth at the to the Harlem River and the connection of these roads along or in the region of the Harlem River, unless better terms are offered.

Third—The question of constructive damages to remain unsettled for four or six years after the road is built, then to be appraised by the shoard and paid, one-half by the company and one-half by the city. In this appraisal the benefits and advantages accruing from the railway to be estimated, as well as the disadvantages and the damage; but the benefits shall not, in a money sense, be made to exceed the damages, although they may be threefold, and in no case shall the owner of property be called on to pay for any advantage, benefit or increased value given to his property by the existence of the railway. All real and evident darrage to any man's property, such as destruction of wails, foundations or material of any kind, to be estimated and paid, one-half by the company and one-half by the company and one-half by the city, at the time the damage is done.

Fourth—The company to agree to build, equip, complete and operate the whole of the roads mentioned, from Sixtleth street to the southern terminus in two years, unless delayed on certain portions by the city authorities not giving them the "right of way" when they require it and ask for it in writing.

Fifth—The company to agree to build, equip, complete and operate the northern division of those roads, from Sixtleth street to the Harlem River, in two years, unless delayed on certain portions by the city authorities not giving them the "right of way" when they require it and ask for it in writing.

Fifth—The Board to have power to graat to the company or to other company or of other companies, if better terms should be offered, the right to ex

in writing.

Eighth.—The engineer of the Board shall have

Eighth.—The engineer of the Board shall have the right to inspect the work as often in may wish to, which shall be at least once in each month. He shall have power to condemn any work found to be deficient in quality, character, quantity or workmanship, and order its removal. He may remove any workman found to be incompetent.

OUR ROTTEN WHANVES.

In 1865 Robert Stephenson, the great engineer of England, on his return to London, after coming here to locate the victoria Bridge, said to me:—"It is a pity to see so fine a city as New York, enjoying such a grand trade, supplied with such miserable pier and what accommodations; built of wood and rotten at that; no steam cranes or proper facilities for loading and minoading; dirty,

miserable pier and whar accommodations; built of wood and rotten at that; no steam cranes or proper facilities for loading and unloading; dirty, badly paved streets along the water line and no railways for the transportation of goods from one pier to abother." I thought, how true. I had just been to examine the docks at Liverpool and the railways connecting them, also the West India been to examine the docks at Liverpool and the railways connecting them, also the West India and Last India docks, on the Thames. These remarks of Stephenson made an impression not easily got rid or. I would now explain, in as few words as possible, what I would do if were "king" and had the city purse under my control.

First—Lay out a street 200 feet wide around the whole city, make the line as straight as possible, build a granite buil has a grante buil kneas along the whole water line, pave it and keep it clean.

Second—Tear away all the old rickety piers and dredge their present contents out, erect new piers of iron or artificial stone and then build fire-proof storehouses on all of them six stories high, leaving the lower story to arrive on. By this arrangementate building area of the city can be increased, the streets relieved from muca of the arting low required, insurances can be reduced, ships can loud and unifual at all times, rain or smine, and the river currents will sweep through the piers, carrying of the organic matter which is run in by wasnings from the streets, and which is now being collected in the essencial to jester and deat to lester and cent to each power of summer, and poisonous gases from which are wated through the city. Impairing its sanitary condation, and introducing death into the nomes of many.

Third—Devote the centre, fifty feet of the 200

condition, and introducing of many.

Thira—Devote the centre, fifty feet of the 200 foot street, to fallway parpuses. On the sevel of the street iny three tracks, to be devoted to goods

purposes, and connected with the piers by two tracks on each; over these street tracks, to erect a substantial iron atructure, fifty feet wide and twenty-two feet high, on which lav lour tracks for rapid transit—two to be devoted to trains stopping only at great points, or say once in three miles, the other two to be used by trains stopping every haif mile.

Fourth—With this water line arrangement, accommodation for cross town travel is required. The time will come when one million of peoble will live in New Jersey and another million on Long Island, opposite this city, all more or less connected with the business of the metropolis. There will be isrries to the termin of each of the wide streets; they will become great thoroughfares. Crosstown travel will be as important as north and south travel. To accomplish this I would propose to take from all the wide streets.—Pourteenth, Twenty-third, Forty-second, Pitty-sixth, &c., two-thirds of their sidewalks, make one wide centre walz, and over it erect an iron structure, ornamental and strong, to carry two tracks, which tracks are to correspond in height with the water line railways and connect with them by curves at the junctions.

Office impression of the sunny South, will wish to be carried through without leaving their seats and their studies, and without contaminating their boots with the mud of New York. I would propose to satisfy their wisnes by elevating a whole train at the Forty-second street depot to the tracks of the crosstown and water line railroads, and run them to the Battery, which should be devoted to railway and other useful purposes—at the Battery the train to be lowered on an elevator (that is a "buill") to below the bed of the river, and passed through a tunnel under the North River into New Jersey, and then whisked off to the South.

Fifth—In connection with the new system of docks and warehouses I would propose

North River into New Jersey, and then whisked off to the South.

Fight—in connection with the new system of docks and warehouses I would propose to lay under the pavement of the wide streets a lorty-inch iron pipe, to be filled with compressed air of 100 pounds per square inch, this pressure to be obtained and maintained by three steamengines, of 3,000 horse power each, all in handsome architectural buildings—one placed on the Battery, one four miles up the East River and one four miles up the North River—all to be connected with the forty-linch pipe, the power stored up in this pipe to be rented out and used for loading and unloading ships and driving all kinds of machinery in the buildings slong the river fronts. Hundreds of one and two horse powers could be rented for much less than men can produce such simall powers by erecting and running small steam engines of their own. It will rid the water line of numerous boiler fires, save the labor of firemen and the space occupied by collers and coal, and reduce the cost of insurance. In time these air pipes can be continued into the heart of the city, and the compressed air used by the theatres, churches and hotels to cool them during the hot weather of summer; if not for this purpose, it can be used for mechanical purposes in a thousand ways all over the city. Every rich man can have an elevator in his house, as every man now has gas and Croton water. The projects I nave mentioned for rankways, piers, warehouses, engines, air power, &c., &c., are costly things, and look like "castles in the air." but they are valuable, and will not add up in cost as much as that specious piece of jewelry, "the ring," cost, during the time when Tweed was "klag," and every man quietly submitted to has property being mortgaged to the city, without recompense, to one-twelling of its value.

THE ADAMS EXPRESS ROBBERY.

THE ADAMS EXPRESS ROBBERY.

ARREST OF TWO OF THE GUILTY PARTIES AND

In last Sunday's HERALD was published an ac count of a mysterious robbery of some \$30,000 worth of bonds from one of the travelling safes belonging to Adams Express Company while in transit from Richmond, Va., to New York. It has, to the bonds there was a considerable sum of abstracted at the same time. For days after the first discovery of the robbery no clew was obtained pointing to a probable solution of the mystery and money referred to were contained in three several packages which were, with others, en-Va., and from thence despatched to the office customary seals with which all the safes are seproving that the robbery must have been perpetrated either in the Richmond or the New York office, before the safe was sealed in the former city or after it had been opened here. The difficulty has been, up to within a day or two, to determine with positiveness who were the inculpated par-ties. It was, however, believed from the first that some of the employes here knew more of the mat-ter than they cared to state. Investigations were made and the services of Detectives Elder and King called in, which resulted yesterday morning in the

by the board, then by the Mayor and his legal advisors, then send it to Albany in the hands of a committee for the approval of the Governor, and then lay it before the Assembly, with a demand that it meet with rapid transit through that body.

Let the chief leatures of this bill be as follows:—
First—The road to be an elevated road, with two tracks on each side of the city, on such avenues as the board may select.

Second—The "right of way" to be furnished by the city and given to any company that will build, equip and operate this rapid transit gouble route railway. The board to have the right to give this iranchise to any company they may have lath in and who offer the best terms, the board being authorized to offer a bonus, in addition to the "right of way," of \$1,00,000 on the completion of the two double track railways, from or near the

he must decline, for the present, to state the names and position of the prisoners, or or those yet to be arrested, in order that the ends of justice might not be frustrated. Superintendent Walling also stated that it would be better to keep silence until all the parties concerned were secured. He thought he would be able to arrest them to-day. Mr. Hoey also said that they had

EECOVERED THE BONDS.

BECOVERED THE BONDS.

Dut there was just a possibility of securing also, athough it is very doubtinl. The amount of money lost he declined for the present to state. He expressed it as the intention of the company to prosecute the thieves to the utmost extent of the law, saying that the company did not care so much about the actual loss they sustained in money as to secure the conviction and punishment of the criminated parties, in order that an example and warning would thus be held up to the hundreds of other men in their empior. He stated also that on no account would any compromise be effected, as they preferred, for their own security, to have the men tried irrespective of pecuniary considerations, which has always been their policy. On leaving the cells Mr. Hoer drove off in a carriage with Soperintendent Walling.

## THE WEATHER YESTERDAY.

The following record will show the changes in

the temperature during the past twenty-four hours, in comparison with the corresponding date of last year, as recorded at Hudnut's Pharmacy, Herald Building, New York:

| 1874 | 1875. | 1874 | 1875. | 1874 | 1875. | 1874 | 1875. | 1874 | 1875. | 1874 | 1875. | 1874 | 1975. | 1874 | 1975. | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975 | 1975

GERMAN IN THE PUBLIC SCHOOLS. The Council of Political Reform of the Sixteenth

Assembly district held a meeting at its rooms, No. 200 Eighteenth street, last night. Joseph Haight presided, and in addition to the transaction of the German language in the public schools was subject it was argued that it is of no use to intro-duce the German language in the public schools as a branch of instruction, on the ground that out of saxty-five children that enter the primaries not thirty reach the grammar school, and of these not five the college. A resolution was passed declaring it inexpedient and of no use that the German language should be introduced in the primary schools as a regular branch of instruction.

The fourth annual meeting of the American Fish Culturists' Association will be held at ten A. M. Tuesday, the 9th inst., at the office of Mr. George Snepard Page, No. 10 Warren street, and all who take an interest in fish culture, especially those who can contribute to the common fund of knowledge on the subject, are invited to attend and

## ASSAULT ON A DOCTOR.

Dr. Horton, of No. 43 Seventh avenue, was struck on the head with a slungshot yesterday atternoon by Carrie Rogers, a colored servant, and dangerously wounded. It was reported to the police that the Doctor called her to assist in putting up a stove, and, while the Doctor was in a besiding position arranging the grate, the woman struct him on the near with the singshot. She tann rushed from the house and escaped. The pulse are of course in search of Rafe.

# ALFONSO'S ENTRY.

The Descendant of San Fernando Escorted to the Home of His Ancestors in Madrid.

HOW THE KING LOOKED BEFORE THE PEOPLE

Bouquets, Sonnets, Couplets and Cheers.

The Reception in the Throne Room-A First Review of the Troops.

MADRID, Jan. 14, 1875. This morning, at an early hour, we drove over the city to witness the preparations made to re-ceive the new King, Alfonso XII.

JUBILANT PREPARATION FOR THE RESTORATION OF THE ROYALTY.

The central thoroughlares presented a magnidcent spectacle with the variety of colors; escutchdraped. The arcs de triomphe, which were sta-tioned at intervals and gaudily decorated, served to heighten the effect of the demonstration made by the people to welcome their new and youthful

sovereign.
THE CIVIC DECORATIONS.
The Puerta dei Sol is the central forum of the capital, and no King is sure of his reception in Spain until he has ridden unharmed from end to end of its broad esplanade. In the centre stands a large fountain, which can be increased or diminished at the will of the authorities. Near this was a staging, erected for about eighty musicians, under the best direction, who were to entertain the waiting crowd until His Majesty should appear. At the entrance of the Calle Mayor, where the King would issue from the Puerta del Sol, on his way toward the palace, stand two columns, united at the top by wreaths and festoons of evergreens—the columns repre-senting the Pillars of Hercules, of the old imperial and trophies of war, marine and commerce, with two inscriptions, the one on the right, "España a su key" (Spain to her King), and that on the left,

'Viva Alfonso XII." front of the city buildings, stood an arch with this inscription:—"Sagantum, Dec. 28, 1874—Madrid, Jan. 14, 1875." "The Alfonsos have been Good Legislators and Exalted Captains." At the end of hight De la Armeria, the Circuio Popular, an Alfonsist club, had erected a fine arch with suitable incriptions.

THE TRIUMPH OF HUMANITY.

try of the Interior was handsomely draped, and on the central balcony were fixed the apparatus for illumination, consisting of a full escutcheon of the royal arms of Spain, flanked by feurs de its and stars—there where all these years on special occasions has glittered in the gaslight ereignty!" This balcony was reserved by the government for the Diplomatic Corps. It holds from thirty to forty people. The first class hoteis on the square, the Paris and Princes, were also private residences. Looking down the Calle Aicala a magnificent view presented itself. Every front was literally hidden beneath a wealth of hangings, the red and yellow of Spain against the façades of the houses formed an indescrib-ably exciting spectacle. First on the left comes the Ministry of Finance, than the Academy of Fine Arts, called the "Academy of San fernando," both gaudily attired, particularly the latter. Further down stood, spanning the broad Woman's Association in Aid of the Wounded in were genuine, being taken from the armory of the The arch contained the usual inscription:-"Viva (that of the ancient military order) I observed the legend:—"Viva el Rey Catolico Alfonso XII."

Still further along on the leit our enterprising Armeria, to the gates of the Alcazar of the Kings usual decorations, had adorned his balconies with the American flag, placed between two Spanish banners, and beneath, in English, the one word, in monumental characters, "Welcome!"

Opposite, the Presidency was tastefully and gaudily decorated. Next the palace of the Duke de Sesto, Marquis de Alcanices, whose balconies were richly adorned with armorial tapestries and were richly alorned with armorial tapestries and felirs de its. Up the Passo de Recoletos (a division of the grand promenade and drive of the city), op-posite the notel of the opulent banker, Campos, was set up an exquisite Moorish arch, resting upon four graceful columns, in imitation of an aron in the Alhambra pile at Granada. It was covered with ornaments and Arabic inscriptions in the ta'alk and cuts character, which, as a whole, in the midst of the enchanting beauty of spot, the trees, gardens and palaces produced an

It is now twelve o'clock, noon.

The streets and avenues, the plasas, balconies, and even the roofs of houses, along by which the royal cortege is to pass, have long since been oc-cupled by surging masses; carriages have ceased to pass, except those of the government and dip-lomatic corps, which are provided with special

The cities and villages of Spain have added largely to the ordinary population of the capital, and hence the soldiers detailed to preserve an open space along the line of march, from the raileasy task to restrain the ambitious throng. Oc-casionally a straggier escapes their first vigilance and runs the gauntiet of their horses across the open space, the people in the meantime cheering on the venturesome individual or holding him up to ridicule by the usual bull fight billinsgate of though the press is tremendous, nought but joke or pleasantry is heard on every side.

WAITING FOR THE SIGNAL GUNS. At last we leave the rooms taken by the foreign press in the Hotel de Paris to visit our venerable Minister and study the route. We find him just in the act of setting out, and at his kind invitation step in and drive to the station. "Not too near, not too near;" says the General, "I want to see without being seen." So we drew up at an angle near it and the avenue leading to the Basilica of were in the outskirts of the town.

twenty-one gans from the hill of the Observatory

reached Aranjuez-the famous royal seat of

The King had left Valencia yesterday and

Charles IV. and Godoy-at night, where he rested and whence he was to make his triumphal entry into the capital. Time passed; minutes seemed hours, even in the midst of a picturesque throng like this, anxious and excited rather by the parade of a change than from any proiound enthusiasm for the ruler. "Let's step in and take something," suggested our chief. "But, General, we are in the midst of the people, and the booth is both inconvenient and "Not !," replied our democratic representative, "I think the 'people' are the best part of Spain," So we sat down on two stools at a pine table in a low, temporary barrack, where bread and aquardients were economically dealt out to the hungry and thirsts. At leasth the spine from the hillon-

posite began, and we took our places among the

THE DESCENDANT OF SAN PERNANDO AT THE HOME The train had arrived. The royal descendant of San Fernando had reached the porta triumphalis the air soft, the day auspicious. As the beoming of the twenty-first gun died away over the lawns and forests of the Buen Retiro the heart and hopes of all Madrid, it was evident, beat high and strong. Six years had passed away; and such years! Pive different forms of government, five essays at seif-rule, had been welcomed in turn and in turn dismissed. At length the country said, "The old was better," and they forgot the maledictions of 1868 and blotted out the memory of inscriptions and manifestos wherein they had sworn that "the spurious race of the Bourbons has fallen; has fallen for aye." "Le rot est mort! Vice le rot!"

ON TO THE PALACE.

The carriages of the Ministers wheeled by rapidly toward the palace. A corps of lancers, their uni-forms glistening brilliantly in the sunsaine, galloped swiitly toward the station, and presently returned at the head of the regal cavalcade. The gaudy uniforms of waite-naired generals, endireling a youthful rider, mounted on a milk-white charger, holding and bowing gracefully and laughingly to the masses on either side, came suddenly to view. The people lifted up one long, loud cry. I distin-guished no viva—it was a time for something more. It was a cry-a giving vent to a long pent up, indefinable want. The boy monarch understood it, and his people understood him. An ancient mother at our side cried out, "Ay, que mono est" (On, how cunning he is!) and wept. There were no tears shed at that other coming three years ago, save the tears for the victim o that coming. Amadeo came well, came as was seemly in a Savoyard. But he was a foreign king; he came a superior to an inferior race. Instinct told the people so, and their indifference drove him from his unwelcome throne.

HOW THE KING IMPRESSED THE PEOPLE.

The first impression of Alfonso XII. was favorable in the extreme. Young—he is but seventeen years of age—of good form and manners, a pleasing countenance, not yet marked with decision or great capacity for raing, but sympathetic and

The procession rode quickly to the Church of Atochs, near the station, where is the famous image of the Virgin and the banners taken in early wars. There also may be seen votive offerings suspended about the Alma Mater recording the cure, with a duplicate in wax of the part of After the "Fe Deum," performed by the Archbishop of Valladoild, the King visited the tombs of Palafox and Conena. He also desired to descend to view the remains of reasons for stating, he was hurried away from a spot where he would have read the names of sundry personages connected with the actual situa-tion, and which it were convenient just now to an hour, during which we had driven rapidly to another position on the route, the royal cortege reformed and passed along the Prado, past the Column of the Second of May (commemorating the uprising and slaughter under Murat in 1808), to which the young monarch made a profound bow, entering the avenue of the Calle de Alcala by the Ministry of War. As the procession passed along up the broad street the din from the compact masses was deafening. Ladies from the balconies of noble palaces and hotels tudes of sonnets and couplets, and set free great numbers of doves, that wheeled affrighted over and among the crowd and along the brilliant causeway. On, on went the King and his gaudy retinue, and as the street became narrower at its approach to the Puerta del Sol, so increased the bouquets and poetry, and the wild enthusiasm of the surging masses of men, women and children.

IN THE GREAT SQUARE.
Suddenly the cavaloade burst into the open "Royal March;" the fountain leaped forth to the extent of its capacity; one hundred thousand people waved hats, handkerchiefs and banners; the sky was darkened by the multitude of sonners and bouquets thrown from a thousand ba the same moment; the white-winged doves wheeled and whirled in confusion athwart their rivals of the press in mid sir, and so triumphantly Don Alionso de Bourbon roce calmiy, smilingly, uncovered, bowing right and bowing left, across the historical esplanade, salely

Another long detour of our carriage brought us to the Palace ere the pedestrians had had time to

press their way thither.

THE RECEPTION IN THE THRONE ROOM. At fireen minutes before four the King had ac-complished his reception in the throne room and appeared mounted on his charger in iront of the Prince's Gate of the royal Alcazar. He was still attired as before, in the campaign dress of a Cap-

THE MILITARY REVIEW.

He was now to review the troops of this garrison, in all about 12,000 men. We cannot speak in high terms of the grill or general appearance and

marching of these troops; but, suffice it to say, they passed in one hour and in the following order:—
First came in succession aix battalions of infantry, each cheering the King most lustily as they

filed before Ris Majesty.

Next one battailon of cadets; then one of Civil Guards (the gendarmers of Spain); then came a battailon of boys. From ten to tweive, all uniformed and equipped; next another battailon of injantry; then a pontoon train, telegraph and railway corps; then more cavalry, followed by three batteries of artillery of four guns each and three more hatteries of six guns sear; then four three more batteries of six guns each; then four squadrons of lancers, one squadron of regular cavalry, two more squadrons of lancers, the whole concluded by three squadrons of regular cavalry.

ILLUMINATIONS,

It was five o'clock—high time to go home and eat after a hard day's chase and before a night of

illumination.

Don Emilio Castelar last evening quietly toos the train to the Escurial, a fit residence for con-tempiation on the rise and fail of empires and on the republican movement in Europe; a move-ment which, as we long ago predicted, has not

de mortuis nil nist bonum.

WHAT WAS THE REAL TONE OF THE CROWD? It will be asked by your readers, Was the King received heartily? Answer—He was; as neartily as he could wish from a Spanish crowd, and as superficially. The people six years ago nated the Bourbons. Since then they have learned to hate everything else. The King can now do with them what he likes. If he wants a constitutional mon-archy, as he says, the people will take it and say "Thank'ee;" it he, at the instigation of the clergy and under the pressure of Carlist pacification, requires religious unity, and all its train of absolutistic abolitions, the people will say "Amen" and be stient. You have here a cowed nation, ready att majores et minores.

## THE HACKENSACK RIVER THIEVES.

Yesterday morning Officer Walsh, of Jersey City, captured the second of the trio of young thieves who were pursued by him and Omcer thieves who were pursued by him and Officer. Gordon two days previously. The fellow gave his name as John Dilliott, and he admitted that he knew all about the robbery of the boat house on the Hackensack. He conlessed that he and William sutton, the other prisoner, and another young man, were walking along the banks of the Hackensack River looking for work, when they saw an unoccupied boat house near the Newark and New York Railroad bridge, and formed a prant to break into it. Sutton and the other fellow effected an entrance through a window, and handed out the plunder to Dilliott, who femained outside. They were trying to dispose of it when the officers discovered them. The prisobers had an examination select Justice Ecese, and were committed for trial.